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Hongkong Daily Press.

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HONGKONG, THURSDAY, AUGUST 13TH, 1898.

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NOTICE

Communications respecting Advertisements, Books, &c., should be addressed to THE DAILY PRESS' OFFICE.

Advertisements and Subscriptions which are not paid in full and due will be continued until payment is made.

Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour, the price will be doubled.

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NEW ADVERTISEMENTS

TO LET.

NO. 4, DES VIEUX VILLAS, PEAK.

OFFICES in "Maris House" formerly occupied by the TELEGRAPH COMPANY.

No. 10, ICE HOUSE STREET, occupied by the "City Club".

No. 3, DUDDLE STREET.

SLA. WEST VILLA, POULTON ROAD.

Apply to

BELLILLIOS & CO.

Hongkong, 13th August, 1898.

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873 and 20 of 1895).

IN THE MATTER OF AN APPLICATION ON BEHALF OF LOUIS BRANDT ET FRERE FOR LEAVE TO REGISTER A TRADE MARK.

NOTICE is hereby given that LOUIS PAUL BRANDT ET FRERE, carrying on business at 10, ICE HOUSE STREET, Water Almshouses, on the 23rd day of March, 1898, applied to His Excellency the Officer Administering the Government of Hongkong for leave to register a TRADE MARK in the Office of the Colonial Secretary, in the name of LOUIS BRANDT ET FRERE.

The said TRADE MARK has been or is intended to be used in respect of Watches. A Fictitious specimen of the mark can be seen on application at the Office of the Colonial Secretary.

Dated this 13th day of August, 1898.

H. L. DENNYS.
Solicitor for the Applicant.

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873 and 20 of 1895).

IN THE MATTER OF AN APPLICATION ON BEHALF OF DUMINY ET CIE FOR LEAVE TO REGISTER A TRADE MARK.

NOTICE is hereby given that ANATOLE DUMINY, et al., behalf of DUMINY ET CIE, carrying on business at (Macao) Hotel, as Champagne Wine grower, has on the 20th day of March, 1898, applied to His Excellency the Officer Administering the Government of Hongkong for leave to register a TRADE MARK in the Office of the Colonial Secretary.

The said TRADE MARK has been or is intended to be used in respect of Champagne Wine. A Fictitious specimen of the mark can be seen on application at the Office of the Colonial Secretary.

Dated this 13th day of August, 1898.

H. L. DENNYS.
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ENTERTAINMENT

MR. SYDNEY H. MORSE.

(Pupil of Mr. T. V. TWINNING.)

TONIGHT (THURSDAY), 13th August

at 9.00 p.m.

PEAK HOTEL.

Kindly assist Mrs. J. H. Bathgate,

Mrs. Butcher, Mr. H. E. Pollock,

and Mr. S. H. Somerton.

INTIMATIONS

THE STANDARD LIFE ASSURANCE CO.

The Yearly cost to secure £1,000 with or

without Bonus additions, on attaining a fixed

age, or at death, if premiums can be ascertained

on application to the Underwriting

Committee, can be paid quarterly or half

yearly without extra charge.

ODD WELL CAILL & CO.

Agents.

Hongkong, 9th August, 1898.

2-1894.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Rooms, THIS DAY (THURSDAY), the 13th August, 1898, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1898, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 13th August, both days inclusive.

By Order of the Board.

C. MOONEY,

Secretary.

Hongkong, 18th August, 1898.

1895.

"SNOWFLAKE"

KEROSENE OIL

100 FIRE TEST.

Price \$3.00 per case (10 gallons).

To be obtained at the leading stores, and at

STANDARD OIL COMPANY OF NEW YORK, 4,

Praya Central.

[1895]

reately in the surplus profits after seven per cent has been paid in any year on the ordinary shares. The first issue of 25,000 preference shares has been guaranteed by this company and is being privately held. The company is not yet in a position of making the said corporation secure an important interest in the concern. In the event of making concessions being secured by the corporation, I feel sure that our company will have the first opportunity of handling them. We have made careful inquiries, both in America and in England, as to the value of the information which the corporation has also from officials in high positions; the information received is highly satisfactory, and points to a very promising career for the new company.

A COLONIAL LOANS FUND.

Mr. Chamberlain's proposed measure, for the creation of a Colonial Loans Fund, is to be contained in a Bill to be introduced into the English Parliament later this month, to facilitate the loan of money to members connected with the colonies. It is looked upon, says a correspondent of a home paper, as one of the happiest of the inspirations of the Colonial Secretary, and as likely to remove much of the discontent of the殖民地. It is to be hoped that the Bill will contain on these subjects. At the same time, it is admitted that the Bill will establish a totally new departure in Imperial finance. The model upon which the Bill is based is as follows:—

Mr. Balfour indicated the Colonial Loans Act, which is administered by a Commission.

The Commissioners receive contributions from the colonies, the State capitals of India for local public purposes, and if the applications are agreed to the loans are issued, at the instance of the Commissioners, on a system of repayment, principal and interest together, by sums spread over a fixed term of years. But for the State to guarantee a local loan on the known or estimated security of districts and colonies is to the same end for a colony to have its own currency and to be enabled to use different currencies, and it is generally thought to be essential to Mr. Chamberlain's scheme that the Commissioners of a Colonial Loan Fund shall be placed in a position to demand extra security over that which is necessary in the case of a local loan.

SPORT AND ANECDOTE.

BY AN OLD FOYER.

A CYCLING REVIVAL.

We know these inspirations; they come from Sheffield. And it was to one of these that a large sporting crowd were enabled to enjoy again some capital racing, by a few veteran cyclists the other day on the old-fashioned ordinary bicycles, and the event was a most successful, and he went back to the States a particularly distinguished and popular speaker. We have had a few of these brilliant riders on the racing track. Superb fasted well, but he, too, has dropped out. Then we have the German, Leon, and Juan Edon, both world's champions, and both now a remove from the topmost rung of the ladder. Then came Protin, the Belgian, and he is well-nigh forgotten at this hour, and later Harry Reynolds, the Irishman, who opened the season with his performances with the English champions. He, with others, sang fame and victories in the land of the Golden Fleece some time afterwards, but had to return practically empty-handed. At Glasgow last year, Acre, the German, created a large surprise, but he has since been beaten over and over again, and it is extremely doubtful if ever he will return to the track. It is a pity that the popularity of the mass, who provide the public with amusements, has not been described as a notable one also. That some such novelty was necessary to rekindle the rapidly waning enthusiasm of the public must have been evident to discerning sports promoters, for the absurd tactics adopted by many of our present-day racing men in leading the public to the grand stand, and the indifference of the spectators in our public houses for the tape have simply disgusted thousands who in times gone by have been the most enthusiastic supporters of cycle racing. For some time now the trivial championships have been abandoned; solid tyred safeties have been relegated to the rear, and by the phonograph tire, and even quack underwriters and writers of columnists, who are finding something new to what the experts of the mass, who provide the public with amusements. A few days ago, I was speaking with an old racing cyclist when the subject of racing, and he gave it as his emphatic opinion that the time had arrived when there should be a limit imposed upon the number of the big strong 260-lb. with which he had been racing, and he granted £100 on this. If he had, he had the best of the argument, while the smart, graceful rider who knew something of generalship and pace and pedalling stood no chance with the powerful pusher. This was certainly a phase of racing which had never occurred to me, and was obliged to submit somewhat to the pronouncements of the experts, who are finding something new to what the experts of the mass, who provide the public with amusements, have not been described as a notable one also. HARRY LUKE FOR SYNTET.

Not very many years ago, challenges were to be won in one in succession or three times in all, and all the big and important special meetings, for the benefit of the public, were the wholesale rule which prohibits prizes of more than £100 in value being offered was partially overruled. Occasionally it happened that a cup would be won by half-a-dozen or more different cyclists; it was then offered, indeed, there must be valuable cups in existence with which the trophy was engraved upon them. Personally, I have never had much faith in the genuineness of challenges or special meetings; I have too good reason to believe that, after a certain cup had been won, it was often a matter of considerable difficulty to get other star performers to do their best against the holder. Now and again, however, it was the case that heroes rivalry had sprung up between two or three cyclists, and a keen local contest for the public's enjoyment. I have such a case in mind in which the principal figures were Herbert Synder and J. H. Adams. A valuable challenge cup had been put up for riders of the ordinary bicycle just about the time the lowly safety was coming into prominence; both the riders named had in a short time won the trophy, but the latter had through the good offices of his friends to his credit the Nottingham rider but not been so fortunate, although both were known to be connected with the cycle-racing industry. Both arrived at the same of action and popular opinion favored the efficiency of Synder. A few minutes before the time set for the race it leaked out that Adams would have the luxury of the use of a safety. Synder, however, being lawless, would not, it is mentioned, be allowed to compete. I don't remember seeing anyone quite so upset and unnerved at a race meeting as Synder was on that particular occasion when informed that he would not be permitted to start. With tears in his voice he pleaded hard to be allowed to try his speed against the holder, but John Synder, who was to his purpose, and the cup was awarded over to Adams after his brilliant victory. The previous licensing scheme of Dr. Turner's has been responsible for many cases of petty injustice, but in this particular case, which both were in the employ of the trade, the operation of the scheme struck me as distinctly cruel.

O-FIMBLE ORANGE.

Belgium as many of the methods of modern racing are concerned, it is difficult to think that the older school men no a what's less speedy (speaking comparatively, of course) and possessed quite as much stamina. Davis Stanton and Jack Kite were as good in their way as C. F. Borden, F. W. Clinton, Corbridge, Plat-Botts or any of the record-breaking soloists, and as for the racing power with which Waller, Adams, and Edmonson, and others, the older school men, and Phillips, the above schoolmen, who could ride for a week on end for the chimes of £20 or £30. When we come to later years, and recall the doings of Dick Howell, Fred Wood, Bob English, Willie Wood, the Robbs, and that notable racing team, Jim and Frank Walker, the latter of whom was a champion cyclist in his day, of those who first popularized racing from cycle tracks and track courses to-day. The introduction of the safety bicycle unquestionably destroyed a great deal of the plausibility of the sport of cycle racing, for no one, surely, will contend that a scrounch on the modern track-banked cement track can compare with the picturesqueness of the early ordinary. But the safety bicycle, the modern safety, has come into its own, and the little English, the French, and the Americans, who were at the front of the field in the matter of perfection, of

about the smartest. His pedalling was beautifully smooth and delicate, and a full plough of action in a machine, said to be 30 or 100, ought to have seen his perfect style. He was, moreover, gifted with any amount of grit, and was never beaten until the tape was passed. When first introduced to England as one of Senator Morgan's troupe, his way to fame and fortune lay through his abilities as a track rider, and a very successful one he was, indeed, in the early days. But it was discovered that he possessed a brilliant train of speed, and as professional cyclists were at that period catered for pretty extensively he soon began to prove of more value to the "troupe" as a racing star than as an artist at trides a-wheel. Both thoroughly fit and well, Howell would probably have beaten him three times in a row if he had not been a dangerous man, and a dangerous man, at the finish of a dangerous race. Temple could always be relied upon to take great care of himself; he had a happy knack of making friends everywhere, and when the little party sailed for America there can be no doubt all of them were rich by many dollars than when they started. Mr. and Mrs. Morgan never had a good, but he was a good racing man, and conducted the tour with conspicuous success. Other cracks in lead were Woods and Howe, but of these the former, after enjoying a somewhat meteoric career, was carried off by a fever, and the latter, by reason of some very shady business amongst the betting fraternity, was dismissed, and a race slowing up the old Black Country rider gave the pair of them. Howell was a good racing man, and conducted the tour with a smile, and had the Americans last mentioned—short, perhaps, I had better qualify the statement as to both being Americans, as I have a faint suspicion that Woods was an Irishman—and a race slowing up the old Black Country rider gave the pair of them. 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